

ELLOREE'S MILE WAS TROTTE IN JUST 2:10.

THE admirers of light harness horses and light harness racing have had their attention almost entirely absorbed during the past month by the wonderful performance of Star Pointer at Readville, Mass. The first two-minute harness horse in the history of the world was enough to set wagging the tongues of men who have grown gray during their efforts to breed and develop an animal that should first beat Father Time at that mark.

While Star Pointer was making new history in the world of harness horses, a performance took place on the famous Cleveland track that would have caused quite as much discussion and would have attracted almost as much attention had not the fast mile of the Pointer horse completely absorbed all attention.

The Gentlemen's Driving Club of Cleveland is an organization characteristic of Ohio trotting men. Every Saturday afternoon it holds a matinee on the Cleveland track. Professional drivers are not allowed to hold the reins, and the owner of the horse or some other member of the club guides each trotter and pacer about the course. The organization is strictly what its name implies—a gentlemen's club. The horses are not driven to sulks, but to road wagons, equipped with bicycle wheels and pneumatic tires. They run with little or no friction over the surface, and, being built low-bodied and very compact, take the turns easily, without making it necessary to take an especially wide swing.

Elloree, a daughter of Axtell, owned by Mr. Calvary Morris, trotted a mile to one of these wagons in 2:10. Mr. Morris, who is not a featherweight, as 200 pounds of solid avoidpools can testify, drove the mare.

Bear in mind that Mand S. hitched to a high-wheeled sulky, trotted over this same course in 1883 in 2:08½, and held the world's record for six years thereafter. In fact, the record never was lowered by any great degree until after the application of the pneumatic tire to the sulky. Elloree, therefore, trotted a road wagon, came within ¼ seconds of the best time made by the former queen of the harness world.

The record made by Elloree is a world's record, completely upsetting all marks made heretofore by anything in the harness world driven to road wagon. Some seasons ago Guy, the erratic and satanic disposed son of Kentucky Prince, was driven a mile to road wagon in 2:13, and that stood as the record until the daughter of Axtell so completely surpassed it.

She made the record in a match race with Newcastle, John Spaul's 72 and our trotter, of no very certain pedigree, but a wonderful burst of speed when his friends are backing the other horse. The first heat was trotted in 2:12½, and in the second Elloree established her claim to the world's record. She is the first trotter to wagon in 2:10.

The quarters were 35½ seconds, 35½ seconds, 35½ seconds and 31½ seconds. The half mile was trotted in 1:30, and the three-quarters in 1:38½. Newcastle finished the mile on a run.

Elloree was campaigned through a portion of the grand circuit. She won a fine race at Detroit, but was defeated at Cleveland. That bears out a previous superstition to the effect that a Cleveland trotter cannot win a grand circuit race on a Cleveland track. The next week, at Columbus she won a race quite handsomely.

She is the first daughter of Axtell to command national reputation. No well-satisfied driver or owner can deny her performance that they predict the record will not be surpassed in this century. Her record to sulky is 2:04½.

The first harness racing season of 1897 has two wonderful events in its history—the first mile better than two minutes, and the first road wagon record in 2:10.

THAT SAME OLD GAME.

Two Ribbons, and One of Them Was Blue, but the Drowsy Man Woke Up.

Drowsy with the Autumnal somnolence that reigned at the Parkway Driving Club the other afternoon, one of the spectators strayed toward the betting enclosure. As he stood there listening to the urgent appeals of the auctioneer to the crowd to descend upon and take a change of interest, he was attracted by a nondescript young man, who said:

"That fellow with the straw hat and blue hair made a killing, didn't he? The speaker closely resembled the engineer of the 'killing,' except that a brown ribbon surrounded the crown of his straw hat. The drowsy man took a languid interest in the 'killing,' who, singularly enough, approached and asked the loan of a lead pencil. The latter then began to figure addition to a note book.

"Counting up his winnings," whispered the Brown Ribbon. "Ask him how much."

"What a big haul!" cheerfully queried the Drowsy Man.

"Did pretty well," said Blue Ribbon, with a suspicious glance at Brown Ribbon. Then the Drowsy Man whispered:

"Who is that fellow?" indicating Brown Ribbon.

"Don't know him," replied the Drowsy Man.

"Well, he makes me tired," replied Blue Ribbon. "He's been following me all day trying to find out what horses I play and how much I win. Let's walk away from him."

Blue Ribbon and Drowsy Man withdrew from Brown Ribbon's presence, when the former said:

"I don't mind telling you that I knocked out a cool \$300 on that last heat, and I'm going to play Annie D. for the place in the next heat. She can't lose and if you want to see a mule, why, put your dough right in with mine."

Mr. Drowsy Man arose with a start, and remarked:

"Do you think it would be advisable to put my money on Annie D. or put the toe of my shoe against you where it will do the most good?"

"Oh, well," said Blue Ribbon, "if you want to get away from him, don't bet, and he faded away in the crowd."

Later on the Drowsy Man, who prides himself on his keen, shrewd, personality, was humiliated by observing Blue Ribbon in the act of borrowing a lead pencil from an outwardly redoubtable harnesser. In fact, it may be stated that Annie D. did not get the place in the heat mentioned by Blue Ribbon.

Footnote Notes.

Walter S. Moyle, Yale, '91, for three years coach of the Brown University football eleven, has resumed charge of the candidates for another year. Coach Moyle says he expects a fine team, although several of last year's star players have graduated.

A. E. Bull, the ex-centric rush of the University of Pennsylvania team, has been secured to coach the Franklin and Marshall eleven this season. Bull coached the team a white a portion of last season, and the marked improvement in the eleven was due to his skillful training. He left here to take charge of the University of Iowa's gridiron representatives, who under his tutelage made a wonderful showing.

New York will not have many big games this year. The Cornell Indians will probably play, but Yale, Princeton, Harvard, Cornell and the University of Pennsylvania will be conspicuous by their absence.

YALE'S NEW GRIDIRON AND AMPHITHEATRE.

NEW HAVEN, Conn., Sept. 18.—More than a third of a million of feet of lumber is being used in erecting at Yale the only perfect amphitheatre that encloses any athletic field in this part of the country.

The new football field will, before the Yale-Princeton game here on November 20, be entirely enclosed with grand stands, some of which are portable, and others which will remain permanently by the side of the 'Varsity gridiron. Over ten thousand bolts will be employed in the construction of the stands, which will cover nearly four acres. The gridiron on which Yale will meet Princeton and will play all of her most important games this fall is situated almost exactly on the site of the 'Varsity gridiron used for two years, just west of the baseball diamond.

Four large stands are being constructed at present. Those on the side are 450 feet long, those on the ends of the gridiron 108 feet. Like the stands constructed annually for the former Yale-Harvard games at Springfield, each will be divided into sections, each section seating 400 people. There are thirteen sections in each of the side stands, and there are six on each end. This makes a total of thirty-eight sections, giving a total seating capacity of the amphitheatre around the Yale field of 15,200.

Inside each section are twenty rows of seats, the capacity of each being twenty persons. The sections will be fitted up with benches for every spectator, every seat having a back and foot rest.

They will be of the latest design for comfort and position for seeing the field. Each section will be thirty-three feet long, with a three-foot aisle. The sections are to be separated by board barriers to prevent confusion in securing the proper seats.

The arrangement of the ground is designed to give plenty of room to the players and spectators. In the centre is the gridiron; then comes a space of fifty feet at the ends and fifteen at the sides, around which is built a board fence, just high enough to keep out the crowd. Between the board fence and the grand stands are spaces of ten feet at the ends and fifteen at the sides, these being the passageways to the seats.

The stands are so constructed that the aisles and sub-sections can be taken apart and carried away by teams, thus allowing them to be used during the baseball season for the same purpose. The supporting timber is all Georgian pine, while spruce lumber is used for the seats. The stands will not be roofed.

The contract calls for the eastern side stand to be done by September 25, for the western side stand to be completed by November 1, and for the north and south end stands to be ready by November 20, the date of the Yale-Princeton game here. The western side stand is being built on the Webb farm, just west of the former bounds of the Yale field, the old field not being large enough for the purpose desired, and the farm purchased to give

enough room for the new stand. The total amount of space covered by the stands and gridiron is 530 by 308 feet.

When the Yale undergraduates arrive at Yale on September 29 from their homes all over the United States they will find that the Yale field has been, figuratively speaking, brought twice as near the campus as before. Nearly all Yale men choose to go to the field on their bicycles, as the electric cars do not go near the approach to the field, but the streets have been so bad that it was hazardous for a wheelman to attempt to ride over them. The past summer, however, West Chapel street, that covers heavily all the distance from the campus to the field, has been entirely asphalted and a surface as level as a board presents itself to the students who will enjoy it in getting quickly out to the field after their recitations close. The obstructions of the street railway in refusing to build its line to the approach of the field has no more terrors to the Yale men. They will now almost without exception use their wheels.

Here is a list of football candidates who are expected to report on Monday: Captain Rodgers, Acting Captain Benjamin Hips, Elmer Van Every, Chas. McReid, Sullivan, Marvin, Alexander, Cheney, Hens, Street, Connor, Earl Hason, Durston, Griswold, Wakeman, Marshall, McFarland, Chamberlain, Beck, Cotten, Luce, Wright, Cadwalader, Allen and Chadwick.

Studebaker Bros. Mfg. Co., corner Broadway and Prince street, Manager W. R. Inis—Business for the last week has been quite satisfactory. We have had many carriage customers, and our trade in business wagons has been very large indeed. We judge by orders we have been receiving for business wagons, that all lines of trade are beginning to feel the effect of the improved situation, for during the last week we have sold new wagons to butchers, grocers, milkmen, express companies, who sell and retail dry goods, houses, florists and many others. Our export business has been fully as good or better than we expected at this time of the year.

Dickel's Riding Academy, Fifty-sixth street, between Sixth and Seventh avenues—Our patrons are returning from Europe and the sea side and resorts, and we are quite busy making arrangements and dreses for the many events which will take place at our academy this Fall and Winter. In our busy season we keep on

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W. D. Grand, American Horse Exchange, Broadway, Fifty-fifth to Fifty-sixth street—We have made arrangements with the J. P. Rogers Carriage Company, of Springfield, Mass., whereby we have secured the sole and exclusive right to sell their celebrated high-grade carriages and wagons in New York, Brooklyn, Long Island, Westchester and Richmond counties, and the entire State of New Jersey, from and after October 1 next. My first order will be filled and an exhibition of the new carriages department at the American Horse Exchange by October 1. The growing popularity of the wagons manufactured by the Rogers company is the best evidence of the excellence of the work turned out by them. We expect to sell quite a number of their manufacture for the coming Horse Show at Madison Square Garden, and shall still continue to carry a large stock of carriages and wagons by other manufacturers.

John Arthur "Canadian Stables," 140 West Fifty-fifth street—We are and have been making extensive alterations in our stables, a good cleaning and painting up always in a horse's health, and we know. Business has been good during past week and we are well satisfied with the prices obtained. I am daily receiving consignments of fine horses, which the New York City market demands always. Of course, I will have to take "Leader, the Scotchman" and my other show horses to the Westchester Horse Show, which takes place September 28 to October 3, and will bring back some of the blue ribbons which will be distributed there. My patrons will find me in good shape the coming first of the week to show them any kind, or class, of high grade horses they may be looking for.

Van Tassel & Kearney, 130 and 132 East Thirtieth street—We can report a very good business for the past week, attendance at our regular Tuesday and Friday auction sales has been large, and prices quite satisfactory. We also have been doing a very good private sale business, both in horses and carriages. In horses the demand has been for the best of our stock, and in carriages broughams and glass side omnibuses. There is a healthy demand for harness in all weights. Our stock in all departments is complete, and we have on hand an unusually fine assortment of second-hand broughams.

W. H. Gray, Nos. 20 and 22 Wooster street—We can report business as being much better than it has been in the last two seasons. Our trade has been from all sections of the country, including a very large part from the South. We found we were overstocked with coupe Rockways, and the very low prices we have been making on these vehicles have caused quite a drive on them. We have sold quite a number of broughams during the past few weeks, which we can attribute to the close prices we are making on this style of carriage.

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"Peter Jackson, Boxer."

PETER JACKSON'S visit to this country after an absence of several years has aroused no little interest in the colored boxer. He is slowly venturing his way to San Francisco. Before leaving New York he said: "I am ready to box anybody. Sullivan drew the color line on me. Corbett evaded me, and it has been next to impossible for me to get a match. Fitzsimmons is a good man, but I will take on any of them. I am no champion. I am Peter Jackson, boxer—and I don't draw the color line."

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HORSE AND CARRIAGE TRADE NOTES.

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John Arthur "Canadian Stables," 140 West Fifty-fifth street—We are and have been making extensive alterations in our stables, a good cleaning and painting up always in a horse's health, and we know. Business has been good during past week and we are well satisfied with the prices obtained. I am daily receiving consignments of fine horses, which the New York City market demands always. Of course, I will have to take "Leader, the Scotchman" and my other show horses to the Westchester Horse Show, which takes place September 28 to October 3, and will bring back some of the blue ribbons which will be distributed there. My patrons will find me in good shape the coming first of the week to show them any kind, or class, of high grade horses they may be looking for.

Van Tassel & Kearney, 130 and 132 East Thirtieth street—We can report a very good business for the past week, attendance at our regular Tuesday and Friday auction sales has been large, and prices quite satisfactory. We also have been doing a very good private sale business, both in horses and carriages. In horses the demand has been for the best of our stock, and in carriages broughams and glass side omnibuses. There is a healthy demand for harness in all weights. Our stock in all departments is complete, and we have on hand an unusually fine assortment of second-hand broughams.

W. H. Gray, Nos. 20 and 22 Wooster street—We can report business as being much better than it has been in the last two seasons. Our trade has been from all sections of the country, including a very large part from the South. We found we were overstocked with coupe Rockways, and the very low prices we have been making on these vehicles have caused quite a drive on them. We have sold quite a number of broughams during the past few weeks, which we can attribute to the close prices we are making on this style of carriage.

Studebaker Bros. Mfg. Co., corner Broadway and Prince street, Manager W. R. Inis—Business for the last week has been quite satisfactory. We have had many carriage customers, and our trade in business wagons has been very large indeed. We judge by orders we have been receiving for business wagons, that all lines of trade are beginning to feel the effect of the improved situation, for during the last week we have sold new wagons to butchers, grocers, milkmen, express companies, who sell and retail dry goods, houses, florists and many others. Our export business has been fully as good or better than we expected at this time of the year.

Dickel's Riding Academy, Fifty-sixth street, between Sixth and Seventh avenues—Our patrons are returning from Europe and the sea side and resorts, and we are quite busy making arrangements and dreses for the many events which will take place at our academy this Fall and Winter. In our busy season we keep on

Fliss, Doew & Carroll Horse Company, East Twenty-fourth street—Business has been good with us during the past week and prices have been quite satisfactory. The demand has been for heavy draught horses, coach horses and pairs. We are receiving heavy consignments of horses every day to keep pace with the sharp daily demand. Our first special sale will be held Wednesday, October 6, when we will sell fifty head of trotters, paces, coach horses and matched pairs, some of which can show 2:35 to 2:15. We will have thirty head on exhibition and ready for inspection at Eleventh street track from Thursday, September 23, to the day of sale, October 6. They are in charge of Mr. George McBride, there.

Ohio Coach Horse and Crib Company, 153 Fifty-sixth street, M. J. Roughan, manager—"For the past week we can say that we have had an exceptionally good trade for this time of the year. Our business has been so good that we have found it necessary to enlarge our stable room, which is now all completed. We have on hand, to show at present, a large supply of well selected, standard bred horses, among which are several pairs of fine chestnut cobs, ranging from 15 to 15.5 hands, that are well accustomed and well mannered. We have, also, a number of pairs of well matched bay cobs ranging from 15 to 15.5 and 16 hands, all of these horses having been in our training for the past four months, are now ready for active service. We always guarantee our horses to be exactly as represented and sufficient trial in every case is allowed the purchaser.

W. D. Grand, American Horse Exchange, Broadway, Fifty-fifth to Fifty-sixth street—We have made arrangements with the J. P. Rogers Carriage Company, of Springfield, Mass., whereby we have secured the sole and exclusive right to sell their celebrated high-grade carriages and wagons in New York, Brooklyn, Long Island, Westchester and Richmond counties, and the entire State of New Jersey, from and after October 1 next. My first order will be filled and an exhibition of the new carriages department at the American Horse Exchange by October 1. The growing popularity of the wagons manufactured by the Rogers company is the best evidence of the excellence of the work turned out by them. We expect to sell quite a number of their manufacture for the coming Horse Show at Madison Square Garden, and shall still continue to carry a large stock of carriages and wagons by other manufacturers.